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INFORMATION REPORT INFORMATION REPORT
CENTRAL INTELLIGENCE AGENCY

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COUNTRY	USSR (Ukrainian SSR)	REPORT	
SUBJECT	1. Miscellaneous Information on Lvov 2. Bus Factory in Lvov (destruction; manpower; security)	DATE DISTR.	12 August 1959
		NO. PAGES	1
		REFERENCES	RD
DATE OF INFO.		50X1-HUM	
PLACE & DATE ACQ.			

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two reports on enterprises in the city of Lvov (N 49-50.
E 24-00)

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Attachment 1: A seven-page report entitled "Miscellaneous Information on Lvov." The report discusses various sociological phenomena (minorities in the population, church attendance, living conditions), and goes on to comment on the municipal power supply, migration into Lvov (which is prohibited), and vehicle check points. The report also locates four military installations, including the Smersh () office and the military intelligence branch of the Carpathian Military District. Finally, it lists seven executives in various Lvov administrations.

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Attachment 2: A four-page report on the bus factory at Stryyskaya ulitsa 45, Lvov, plus a sketch map of the plant and legend for same. The factory began to produce busses in February 1957. Prior to that time it manufactured only spare parts for tractors and winches for trucks. The report describes the plant's component shops and the output of its 3,500 employees, and lists six executives on the plant staff.

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1. The city of Lvov has almost one million inhabitants.

About half the population are Russians, who are from all parts of the Soviet Union; 30-35 percent are Ukrainians; and the remainder are Poles, Armenians, and others. The various ethnic groups are not concentrated in specific quarters, but are scattered throughout the city. The Russian language is used in about 60 percent of the schools. In 1957 there existed altogether two Polish-language secondary schools, an indication of the extent to which the Polish minority has diminished. For years the Polish inhabitants had remained in Lvov, hopeful of a political change in the area, and only recently have they left to become repatriated.

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2. The Pravoslav and Catholic clergy are very influential, and on Sundays large crowds can be seen streaming into the churches. (The Greek-Catholic Church was liquidated and united with the Pravoslav Church.) The congregations consist mainly of the original population, Ukrainians and Poles. The Polish population has remained faithful to the Roman Catholic Church which has consistently identified itself with Polish nationalism in the area. Since Stalin's death even Party members and important officials dare to be seen in church and to celebrate Easter, Christmas, and other religious holidays.

3. The standard of living of the Lvov population is one of the highest in the Soviet Union and compares favorably with the Moscow area. The inhabitants continue to be influenced by the West in matters of dress, and they, in turn, exert an influence on new settlers from the eastern regions of the USSR. The villagers in the environs of Lvov also dress well and have a high standard of living.

4. Because of the postwar population increases, a severe housing shortage exists in Lvov, so that the city is now about

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as overcrowded as Moscow. The building of residential houses is concentrated mainly along Striyskaya Road, which leads to Stryy (N 49-15, E 23-52), the buildings being destined as housing for workers employed in plants in this neighborhood. (No change has occurred in the prewar numbering of houses; the numbers are consecutive with odd numbers on one side and even numbers on the other.) While brick is still the main building material in use, experiments have been made during recent years with hollow building blocks, but this method has not yet been accepted and is still in the experimental stage. The weak point in the new apartment houses being constructed is the wooden flooring, which is not dried or properly prepared before installation.

5. South of the Persenkovka suburb, there is a new construction area called "Noviy Lvov", containing a power station and brick kilns. Connection between this area and the center of town is by means of a trolley bus line; in addition, there is the No. 4 trolley, going from the town center as far as the railroad workers' technicu^y which is near the new area.

6. Gas is supplied to the town from the natural gas deppsite in Dashava (N 49-15, E 24-01), which also supply Kiev, Moscow, and

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other localities. Gas lighting in the streets was abolished some years ago and the gas works (Gaz Zavod) has stopped operating. Recently the municipal gas mains were replaced by larger pipes, for both domestic consumers and industrial plants prefer gas to electricity for all purposes except lighting. Electric current comes from the town's only power station in Persenkovka and, in general, except for a number of months during the winter, there is no shortage of electricity for lighting purposes.

7. The following changes in street names have been effected in Lvov:

<u>Former Name</u>	<u>New Name</u>
Radianskaya (Ukrainian)	Sovetskaya (Russian)
Akademicheskaya (formerly Akademicka)	Bulvar Shevchenko (since 1956)
Choraczysny	Lysenko

8. Urban transportation consists of trolleys, trolley buses, and taxis, and is generally adequate. The trolleys are mostly prewar vehicles, but during recent years trolleys of East German make have appeared in the town. The trolleys run from 5:00 a.m. until 1:00 a.m., while workers' trains leave several times a day for the suburbs.

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9. Migration into Lvov for purposes of permanent residence is prohibited. The registration offices attached to the regional police stations do not register inhabitants for permanent residence in the town, and without this registration and an appropriate stamping of the identity card, no person may stay in the town for more than 24 hours.

10. Every male citizen holds the following three documents:

- a. Identity card, whose contents and appearance has remained unchanged during the years.
- b. Soldier's book (Voenniy Billet) or military discharge certificate.
- c. Employment certificate (Udostoverenie K Mesta Raboti).

In general, the police do not check identity cards except in cases of suspicious behavior.

11. Check points for all vehicles entering the town are situated in the suburbs of Lvov, on the main roads leading into the town, such as Lenina Street (formerly Lyczakowska) and Khmelnitskovo Street (formerly Zolkiewska). Checking is carried out by the vehicle inspection authority affiliated with the MVD (Gosavtoinspeksia), which examines driving licenses and freight papers.

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12. The following military objectives in Lvov are reported:

- a. The military intelligence branch of the Carpathian Military District is situated on Dragomanova (formerly Mochnackiego) Street.
- b. The Smersh office is situated on Gvardeyskaya (formerly Kadecka) Street.
- c. The frontier guards headquarters is located on the former Jagielonska Street.
- d. A school for infantry officers is located on the corner of Kadecka and Striyskaya Streets.

13. The following individuals are reported:

- a. Bogdanov (fmu) is head of the oblast KGB directorate in Lvov.

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b. Fiodr Koval was Secretary of the city Party committee in Lvov until the end of 1958, when he became Secretary of the oblast Party committee, in charge of agitprop in the oblast. Before assuming his duties in Lvov he acted as secretary of the city Party committee in Stalino.

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c. Piotr Ivanovich Kozlaniuk has been chairman of the oblast executive committee since 1955. A Ukrainian author,

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d. Col. Fiodr Ivanovich Panov, an engineer, is second-in-charge of the transport directorate at the Carpathian Military District Headquarters.

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e. Maj. Gen. Petrovskiy (fmu) is commanding officer of the transport directorate at the Carpathian Military District Headquarters. A "Hero of the Soviet Union"

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f. Slusarenko (fmu), an electrical engineer, has been secretary of the oblast Party committee, in charge of industrial affairs, since 1955.

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g. Semion Stefanek is deputy chairman of the oblast executive committee in Lvov, in charge of cultural affairs.

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1. Until early 1957 the bus factory (avtobusniy zavod) at 45,
Stryyskaya ulitsa, Lvov (N 49-50, E 24-00) produced only
spare parts for tractors, and winches to be mounted on three
to five-ton ZIS-1 or GAZ-3 trucks. The winches, which had
been produced since 1953, were used in industrial and agri-
cultural enterprises throughout the USSR. The production of
winches declined after the trial run of a bus to Moscow and
the introduction of bus manufacture in February 1957. Lviv,
the latest production model, was a luxury, 50-passenger bus
with comfortable seats, toilet facilities, and luggage storage
space under the floor.

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2. The plant had the following shops:

- a. An armature shop (armaturniy tsekh), which produced all of the parts required by the various sections. It was equipped with 80 to 90 lathes of Soviet, German, and [redacted] manufacture; four automatic screw-cutting machines; four or five small automatic machines for small part production; two polishing machines; six drilling machines; and six punch presses.
- b. An instruments shop (instrumentalnyy tsekh), which manufactured all required precision parts. The shop which had between 120 and 150 employees, was equipped with modern Soviet lathes, milling, planing, and polishing machines.
- c. A galvanizing shop (galvanicheskiy tsekh), which had 10 galvanizing and nickel-plating tubs for small components. The shop employed 25 workers.
- d. A mechanical shop (mekhanicheskiy tsekh) which made certain parts for the production process, and consisted of a large fitting shop and a mechanical section equipped with lathes and modern metalworking machinery.
- e. A hardening shop (zaklochniy tsekh), which was equipped with 10 electric furnaces for hardening components.

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- f. An assembly shop (sborochniy tsekh), which assembled winches and mounted them on vehicles.
3. Generally, the plant, which had a labor force of 3,500 operated in two shifts, with the exception of the assembly shop which worked in three shifts. The plant produced about 300 units a month. The plant had a technical control department (otdel tekhnicheskogo kontrolya) with a staff of about 120 inspectors. Despite their supervision, the reject rate had in the past been as high as 60 percent; however, the quality of the output had recently improved.
4. Finished products were shipped by rail via a spur line which connected with the main line near the Podzamcze railroad station.
5. The plant was protected by a 20-man militarized guard (voyennizirovannaya okhrana), and a special permit issued by the guard commander was required for entrance into the plant. A whitewashed brick wall 2.5 meters high surrounded the plant compound. As an added precaution the wall had been reinforced with barbed wire to prevent the thefts, particularly of tires, which had been occurring.
6. The following persons are known:

- a. Bondar (fnu) was the head of the personnel section of the light bulb plant (elektrolampoviy zavod) in Lvov. [redacted]

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- b. Grigoriev (fnu) was the head of the mechanical workshop in the bus factory.
- c. Grigorieva (fnu) a chemical engineer, had headed the galvanization shop at the aforementioned plant since 1955. [Redacted] 50X1-HUM
- d. Kashkadamov (fnu), a mechanical engineer, had been the director of the bus factory since its establishment. [Redacted] 50X1-HUM
- e. Kudlay (fnu), an electrical engineer, was the director of the light bulb plant. [Redacted] 50X1-HUM
- f. Rilski (fnu), the head of the armature section of the bus plant, had been removed as head of the personnel section at the recommendation of the Party cell in 1957. [Redacted] 50X1-HUM
7. Attached for your information is a sketch, with legend, of the layout of the bus factory in Lvov. [Redacted] 50X1-HUM

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Legend to Sketch

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1. Stryyskaya ulitsa.
2. Brick wall.
3. Vehicle entrance gate to the factory.
4. Guard room and permit office.
5. Pedestrian entrance.
6. Entrance to personnel section.
7. Building of personnel section.
8. Fire station.
9. Instrument shop.
10. Assembly shop.
11. Warehouse for tires and spare parts.
12. Factory offices.
13. Mechanical workshop.
14. Armature shop.
15. Galvanization shop.
16. Railroad spur.
17. Entrance for pedestrians.
18. Railroad gate.
19. Parking lot, also used for winch assembly.

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